

# BookletChart<sup>TM</sup>

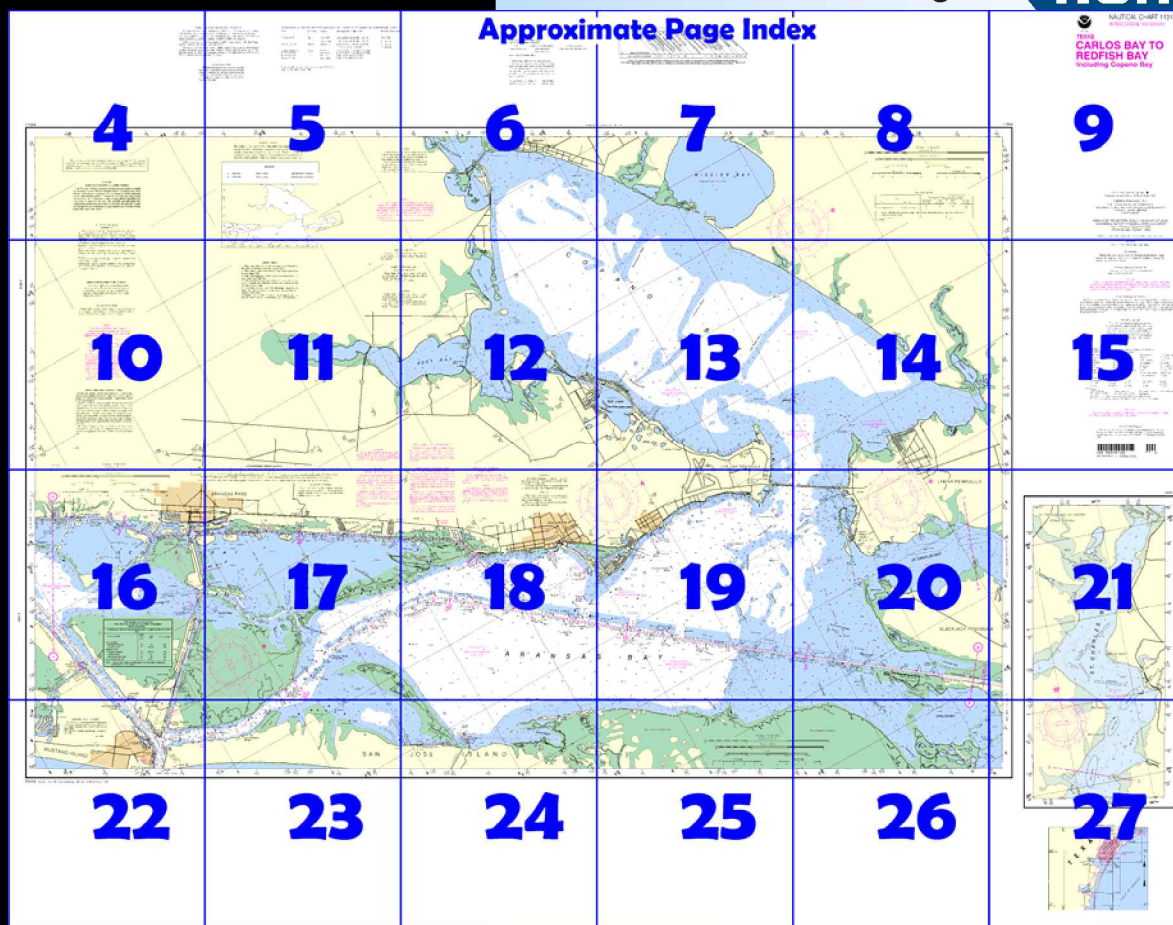
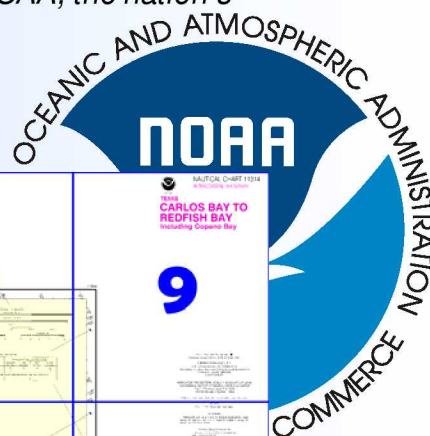
## Carlos Bay to Redfish Bay

(NOAA Chart 11314)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

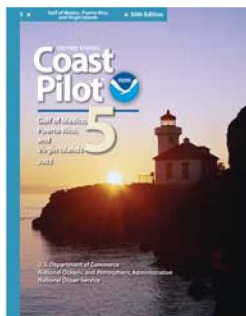
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 5, Chapter 11 excerpts]**

(127) **Aransas Bay**, 15 miles long and 3 to 4 miles wide, is used extensively as a shrimping ground. The Intracoastal Waterway crosses the bay, and opposite Rockport turns W to and through Redfish Bay; at the turn, the channel of the Intracoastal Waterway Alternate Route continues to Lydia Ann Channel. A privately maintained channel near Blind Pass, at the SE end of the bay, is marked by lights and buoys. The periodic tide throughout the bay has a diurnal range less

than 0.5 foot, the variation in water level depends principally on the wind.

(128) **St. Charles Bay**, an arm of Aransas Bay extending N, is the site of considerable hunting and sport fishing, but commercial fishing is prohibited. There are numerous homes in the vicinity of Hail Point on the W side of the bay near the entrance. A depth of 2 to 3 feet is found

through the entrance with somewhat greater depths and numerous reefs inside. The bay is used by small craft as a refuge during tropical storms. (129) A privately maintained channel, with a reported controlling depth of 2 feet, leads from the W end of Goose Island to **Neptune Harbor** and **Goose Island State Park**. A launching ramp is at the State park. A fixed highway bridge between the mainland and Goose Island, is reported to have a 15-foot span and a clearance of 2 feet.

(130) There is a yacht basin near the end of the causeway at **Lamar**. A privately maintained channel leads to the basin. In April 1990, numerous shoals were reported to exist outside the basin entrance. Diesel fuel, water, ice, lodging, open and covered berths, and a launching ramp are available in the basin.

(131) **Copano Bay**, a NW extension of Aransas Bay, is used principally as a center for hunting and sport fishing. No commercial fishing, except oystering, is permitted. Extreme caution is required to navigate the bay because of the numerous unmarked reefs. Depths up to 8 feet are found in the bay with 6 to 7 feet in the narrow sloughs or channels between the reefs. Numerous oil wells and pipelines fill the bay.

(132) Good anchorage for small craft is available in the bight S of **Redfish Point**, inside the bay on the S side at the entrance. Storm anchorages for drafts up to 3 or 4 feet may be had in the S end of the bay in the small bight at the NE corner of **Port Bay**.

(133) State Route 35 highway causeway across the entrance to Copano Bay has a fixed span with a clearance of 50 feet. Sections of a former bridge, along the W side of the causeway, remain as fishing piers. A launching ramp is at the SW end of the causeway.

(134) **Mission Bay**, on the N shore of Copano Bay, is of no importance; only small skiffs can enter.

(135) **Bayside** is a small resort town on the NW shore of Copano Bay. A large hotel shows prominently from the bay.

(136) **Aransas River**, emptying into the NW end of Copano Bay, is shallow and navigable only for small craft of 1 foot or less. The State Route 136 highway bridge across the mouth has a 41-foot fixed span with a clearance of 15 feet. There is a small marina on the W side at the S end of the bridge. The channel leading to the facility had a reported controlling depth of 4 feet in August 1982, and was privately marked by stakes. Water, ice, open and covered berths with electricity, marine supplies, and a launching ramp are available. The marina is closed during the winter season. Overhead power and telephone cables at the bridge have clearances of 17 feet.

(139) **Fulton**, an incorporated city on the W shore of Aransas Bay, is the site of a commercial fish harbor and yacht basin protected by a dike and breakwater. The harbor is entered from Aransas Bay through a dredged channel marked by lights and daybeacons. In October 1999, the controlling depths were 6.0 feet in the entrance channel and 7.0 to 8.0 feet in the basin.

(141) **Key Allegro**, a resort center built on filled-in marshland, is about a mile S of Fulton. **Little Bay** between the key and **Live Oak Peninsula** is shoal.

(143) **Rockport** is a commercial fishing and resort city on the W shore of Aransas Bay. A spoil bank area extends along the NW side of the Intracoastal Waterway, through which are several openings marked by daybeacons.

(146) **Cove Harbor** and **Palm Harbor**, 2.5 and 4 miles, respectively, S of Rockport, are discussed in chapter 12.

(148) **Aransas Pass**, 154 miles SW of Galveston Entrance and 113 miles N of the mouth of the Rio Grande, is the principal approach from the Gulf to Aransas and Corpus Christi Bays and their tributaries. The pass lies between San Jose Island on the N and Mustang Island on the S. **Harbor Island**, directly opposite the inner end of the pass, separates Aransas Bay from Corpus Christi Bay.

(159) **Corpus Christi Channel** extends from Aransas Pass to Corpus Christi on the W side of Corpus Christi Bay.

(250) **Harbor Island** is at the head of Aransas Pass. Large oil-handling plants with berths are on the SE end of the island.

# Table of Selected Chart Notes

HEIGHTS


Heights in feet above Mean High Water.

FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

PLANE COORDINATE GRID

(based on NAD 1927)

Texas State Grid, south zone, and south central zone, are indicated by dashed ticks at 10,000 foot intervals thus: .

The last three digits are omitted

CAUTION

Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.

Piles and platforms are not shown where they interfere with a light symbol.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.


INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: .

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Mustang Beach Channel

The channel to Mustang Beach is marked by numerous uncharted private daybeacons and piles. Only entrance aids are charted.

The entrance channel was reported dredged to 6½ feet.

Jul 2007

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

WARNING



The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

 (Accurate location)  (Approximate location)

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

ACKNOWLEDGMENT



The National Ocean Service acknowledges the exceptional cooperation received from members of the Ft. Worth and San Antonio Power Squadrons, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

Corrected through NM Nov. 15/08, LNM Nov. 11/08

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

 Pipeline Area  Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Corrected through NM Nov. 15/08, LNM Nov. 11/08

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Galveston, TX.

Refer to charted regulation section numbers.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.

2. Read carefully all notes printed on your chart, each is vital to your safety float.

3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.

4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.

5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.

6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PORT ARANSAS AND ARANSAS PASS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS REPORT OF DEC 2009			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
PORT ARANSAS			
ENTRANCE CHANNEL	7.6	100	9-09
TURNING BASIN	7.7	200-400	9-06
ARANSAS PASS			
ARANSAS CHANNEL	7.6	125-175	6-09
TURNING BASIN	13.6	300	8-06
CONNECTING CHANNEL	14.0	125	8-06
CONN BROWN HARBOR	14.0	50-510	8-06
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE			

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT 28°00'  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Aransas Pass Channel	(27°50'N/97°03'W)	1.4	---	---
NOTE: Inside the various bays except near the Gulf Inlets, the periodic tide has a mean range less than one-half foot.				
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a> . (Nov 2008)				

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## CAUTION WARNINGS CONCERNING LARGE VESSELS

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## RULES OF THE ROAD (ABRIDGED)

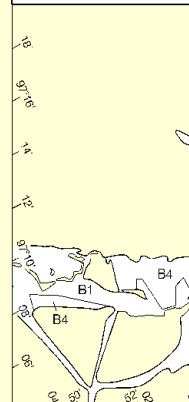
Motorless craft have the right-of-way in most all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

## MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures.

The outlined area survey information banded in this chart by the U.S. Army not shown on this

B1 1990-1991  
B4 1900-1939



1. Keep your boat in the channel.
2. Read the chart to your satisfaction.
3. Learn the rules of the road.
4. The compass north is shown.
5. Constantly watch for obstructions.

Joins page 10

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

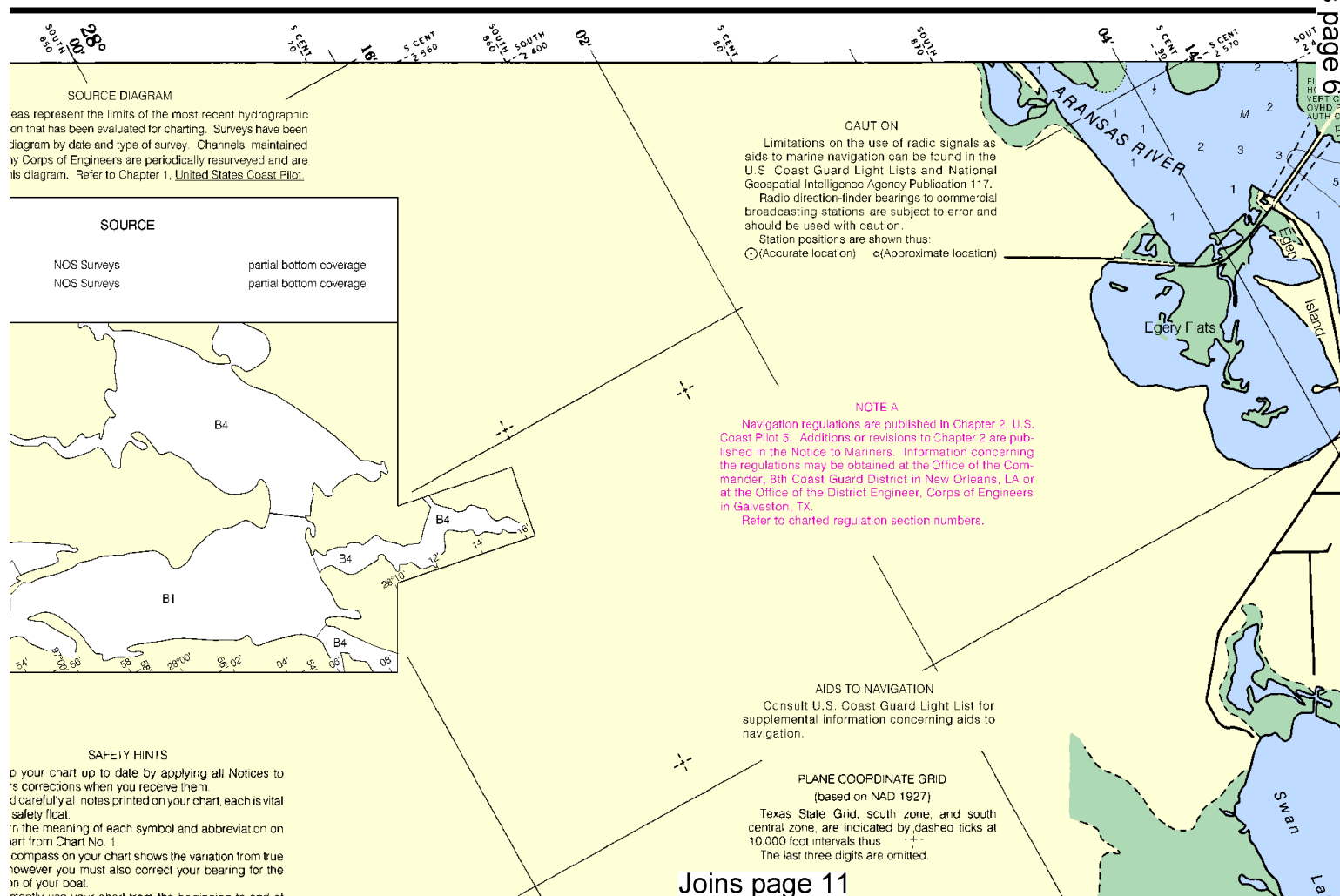
See Note on page 5.



ale Bcggg  
LA 70130,  
CCX), 2100

CITY	STATION	FREQ.	BROADCAST	TIMES-CST	SPECIAL WARNING
Port Isabel, TX	NCH	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	On receipt
		157.1 MHz	4:45, 6:45 & 10:45 AM	4:45 PM	On receipt
Port Aransas, TX	NOY-3	2670 kHz	4:30, 6:30 & 10:30 AM	4:30 PM	On receipt
			4:40 & 6:40 AM	4:40 PM	On receipt
Corpus Christi, TX	NOY-8	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	
Port Isabel, TX	"	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	
Port Isabel, TX	"	157.1 MHz	5:00, 11:00 AM	5:00 PM	
Robstown, TX	"	157.1 MHz	5:00, 11:00 AM	5:00 PM	

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

MARINE RADIOTELEPHONE STATIONS  
ST SPECIAL WARNING

4:40 PM On receipt  
4:45 PM On receipt  
4:30 PM On receipt  
M On receipt  
& 4:40 PM  
& 4:40 PM  
PM  
PM

MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE

CITY TELEPHONE NUMBERS OFFICE HOURS  
Corpus Christi, TX (361) 289-0959 8:00 AM-5:00 PM (Mon.-Fri.)  
\*(361) 289-0753  
\*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Corpus Christi, TX KHB-41 162.55 MHz  
Port O'Connor, TX WXL-26 162.475 MHz

Formerly 892 SC, 1st

Joins page 5

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

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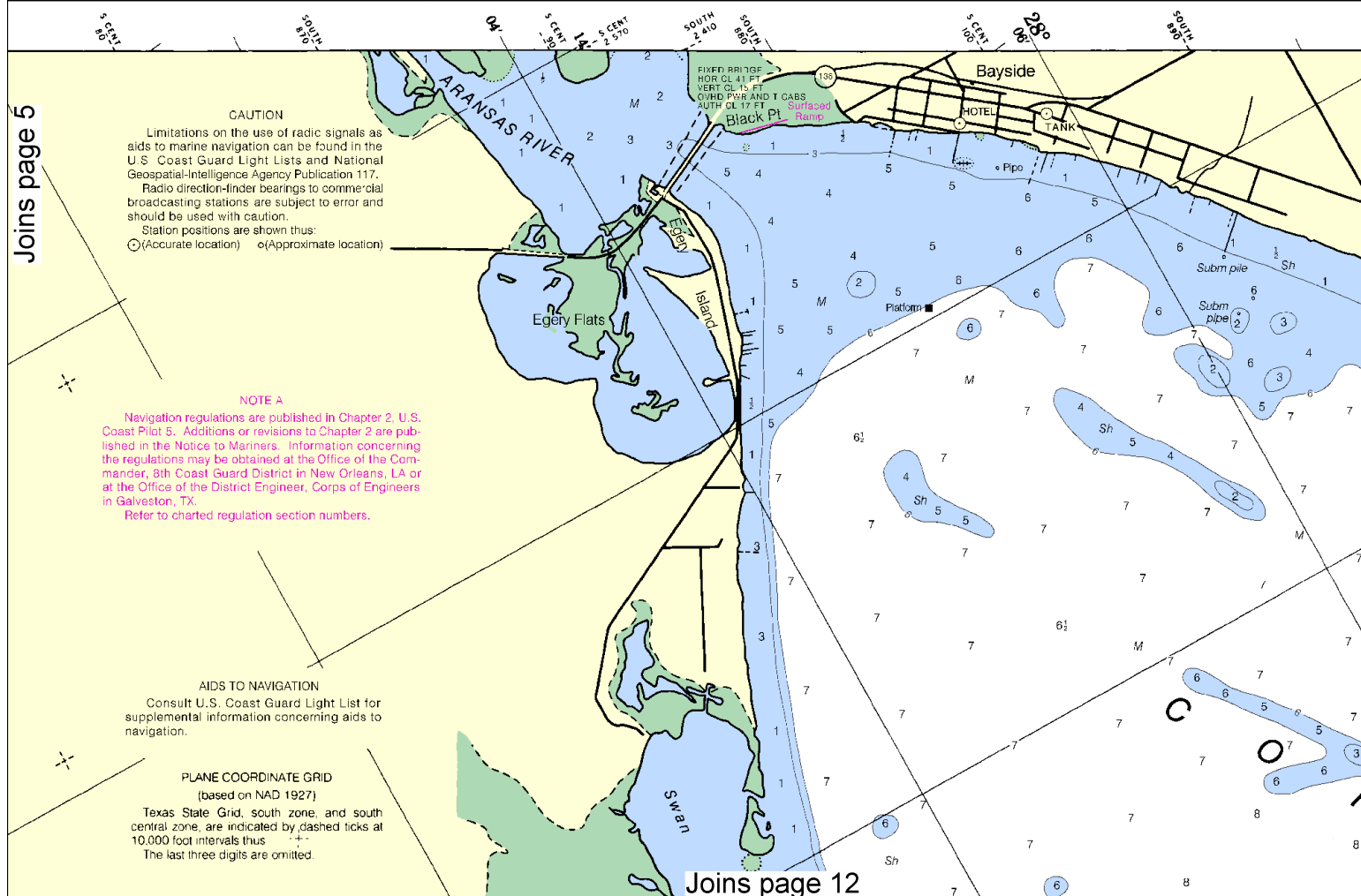
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE COORDINATE GRID

(based on NAD 1927)

Texas State Grid, south zone, and south central zone, are indicated by dashed ticks at 10,000 foot intervals thus: + - -  
The last three digits are omitted.



Joins page 12

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

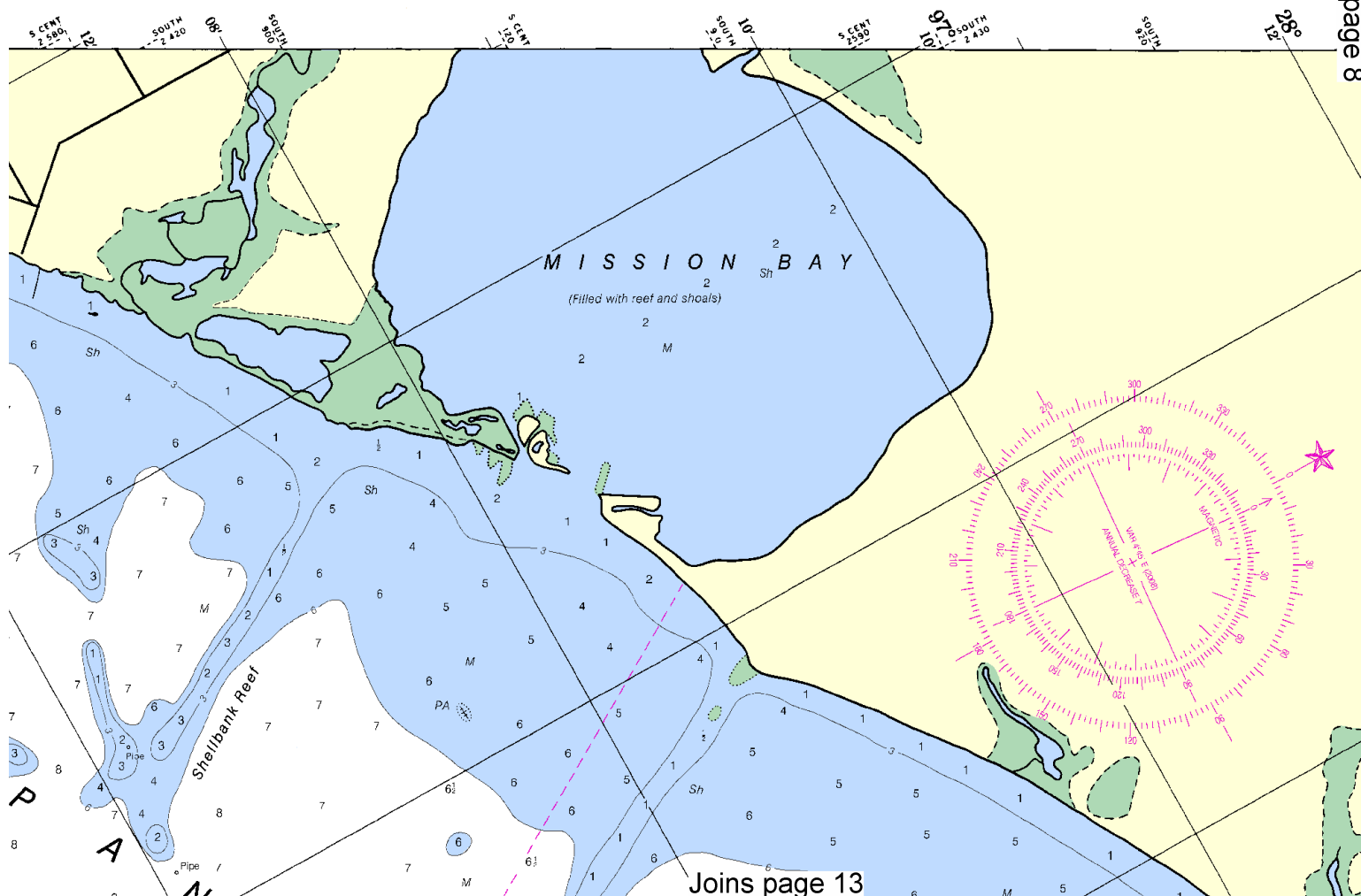


6

DEPTHS		SERVICES										SUPPLIES									
CHART SIDE		APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS-MOORINGS (TRANSIENTS)	RAMP SURFACES (REPORTED)	REPAIRS	MARINE HULL MOTOR RADIO	LIFT CAPACITY-TONS	BOAT RENTAL	CANOE-ROW-MOTOR-KAYAK	FOOD-LOGGING-CAMPING	TOILETS-SHOWERS-LAUNDRY	WATER STORAGE	NAUTICAL CHART SALES	GROceries-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE				
NO	SMALL CRAFT FACILITY																				
17	KEY ALLEGRO ISLE MARINA	A	6	6	B	E	S	MR					C	FL	TSLP	WD	C	WI	GH	BT	DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
 THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
 THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

1st Edition, 1970 KAPP 110



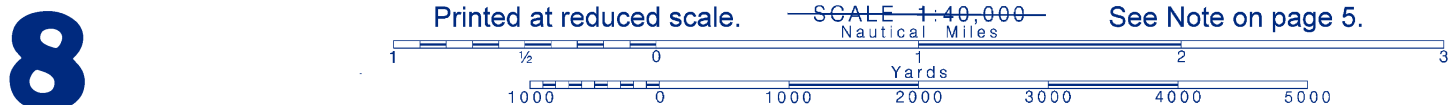
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 1010 3/9/2010,  
 NGA Weekly Notice to Mariners: 1210 3/20/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

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BY MAGENTA NUMBERS AND LEADERS.  
NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
PUMPING OUT BOAT HOLDING TANKS.



# NAUTICAL CHART 11314

## INTRACOASTAL WATERWAY



THE NATION'S CHARTMAKER SINCE 1807

### TEXAS

# CARLOS BAY TO REDFISH BAY

## INCLUDING COPANO BAY

11314

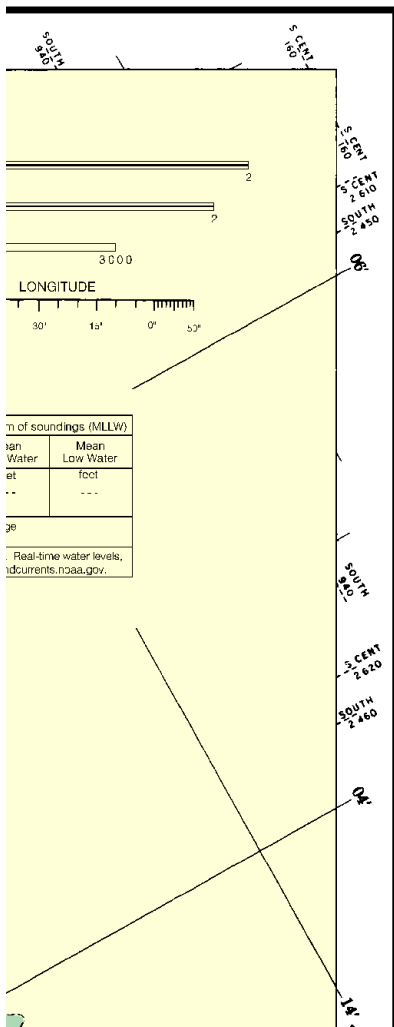


Chart 11314 25th Ed., Nov./08 ■  
Corrected through NM Nov. 15/08, LNM Nov. 11/08

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT 28°00'  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 5 for important supplemental information.

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LN) issued periodically by each U.S. Coast Guard district to the lower left hand corner. Chart updates corrected from Notice to Mariners (NM) and Local Notice to Mariners (LN) are indicated by a red 'X' in the lower left hand corner.

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SIDE 1

RULES OF THE ROAD  
(ABRIDGED)

Motor vessel craft have the right-of-way in most all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

## MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### CAUTION

## SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area      Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

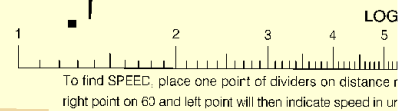
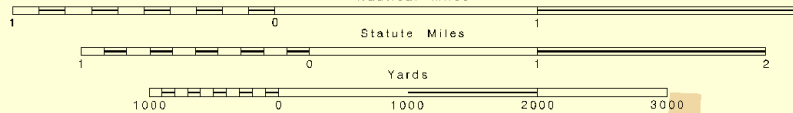
## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

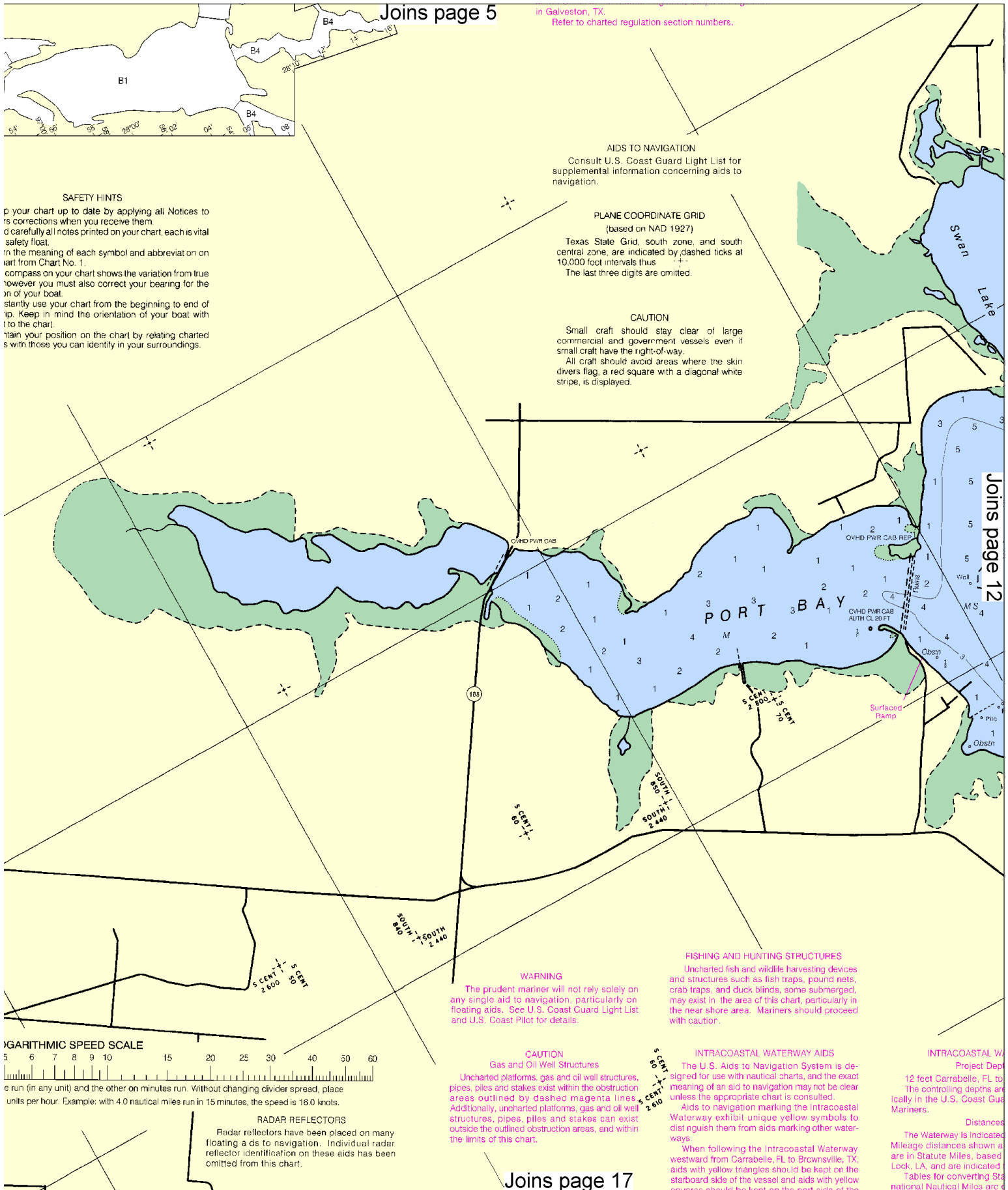
SCALE 1:40,000  
Nautical Miles



To find SPEED, place one point of dividers on distance  $r$  right point on 60 and left point will then indicate speed in ur

ARANSAS PASS





in Galveston, TX.  
Refer to charted regulation section numbers.

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**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
Texas State Grid, south zone, and south central zone, are indicated by dashed ticks at 10,000 foot intervals thus:  $\text{---}+\text{---}$   
The last three digits are omitted.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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**WARNING**  
The prudent mariner will not rely solely on single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List U.S. Coast Pilot for details.

**CAUTION**  
Gas and Oil Well Structures  
Uncharted platforms, gas and oil well structures, s. piles and stakes exist within the obstruction as outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within limits of this chart.

**FISHING AND HUNTING STRUCTURES**  
Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

**INTRACOASTAL WATERWAY AIDS**  
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.  
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.  
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the

**INTRACOASTAL WATERWAY**  
Project Depths  
12 feet Carrabelle, FL to Brownsville, TX.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.  
Distances  
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus:  $\text{---}+\text{---}$   
Tables for conversion are in the National Nautical

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.

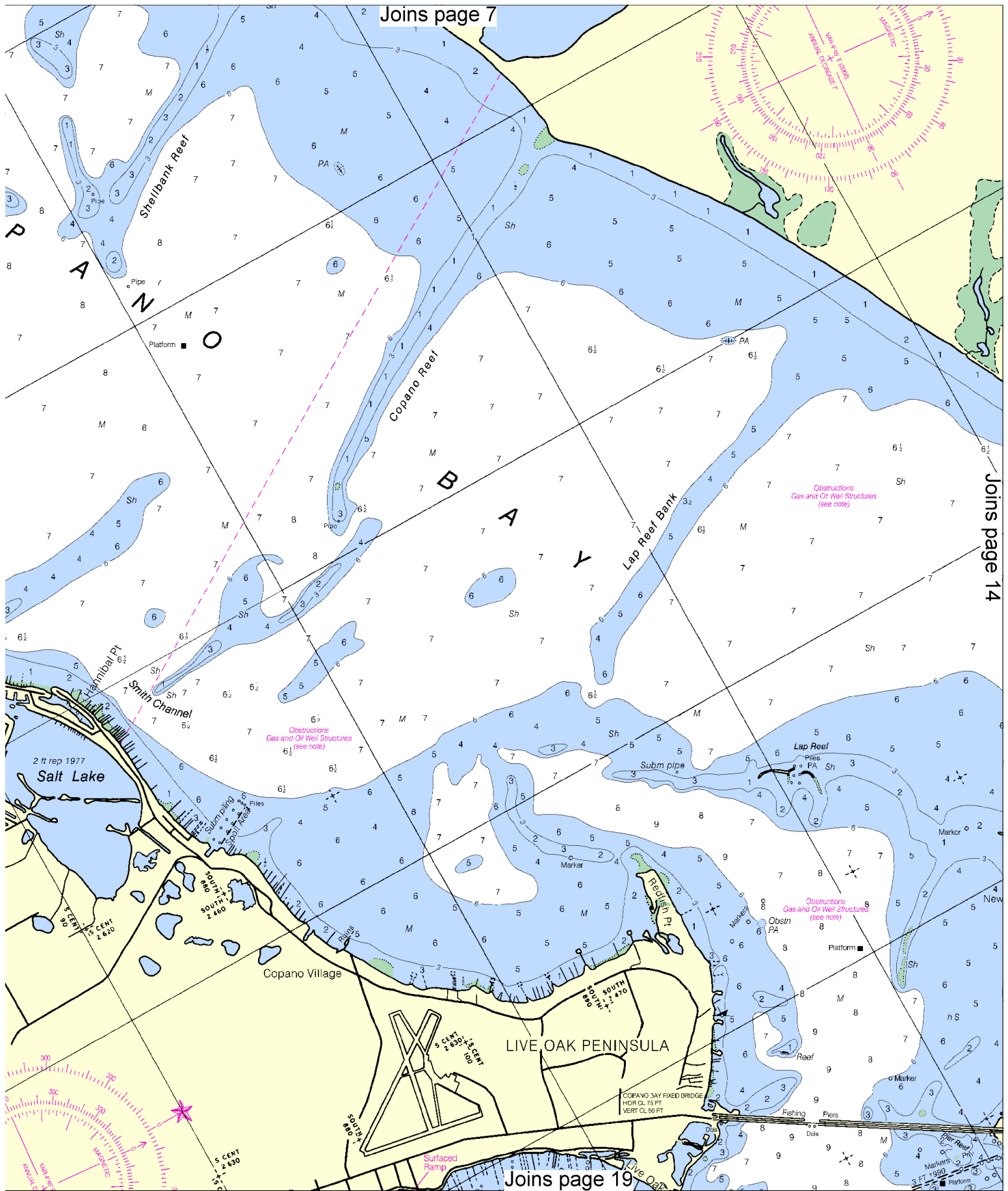
12

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

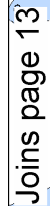


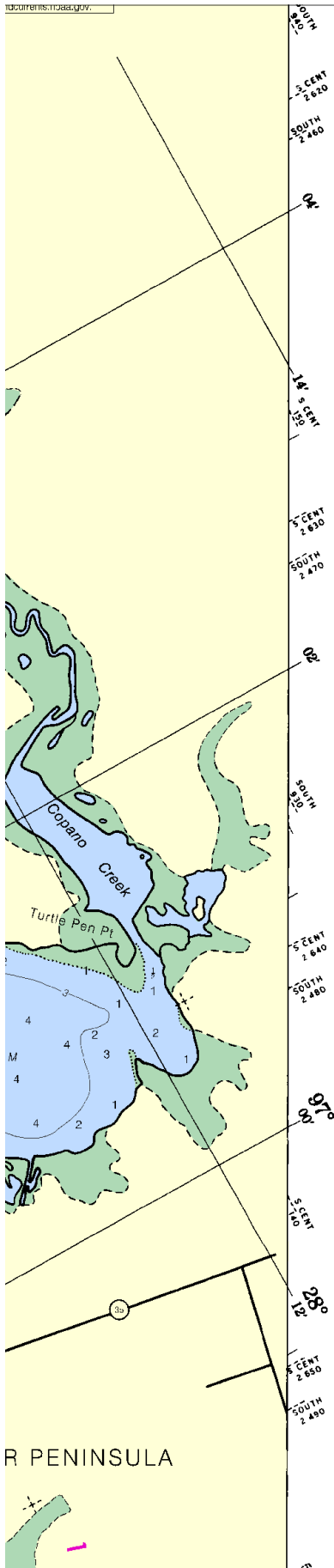


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MERCATOR PROJECTION, SCALE 1:40,000 AT LAT 28°00'  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION  
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PRINT-ON-DEMAND CHARTS  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

HORIZONTAL DATUM  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.063" northward and 0.964" westward to agree with this chart.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
R black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	OC occulting	SFC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	O quick	VQ very quick
F fix	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra RaR radar reflector	WHIS whistle
		R Bn radicle beacon	Y yellow
Bottom characteristics:			
Bds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	H hard	Rk rock
Cy clay	Grs grass	M mud	S sand
Miscellaneous:			
AUT I authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

FACILITIES  
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

POLLUTION REPORTS  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NSN 7642014010220  
NGA REFERENCE NO. 11XHA11314

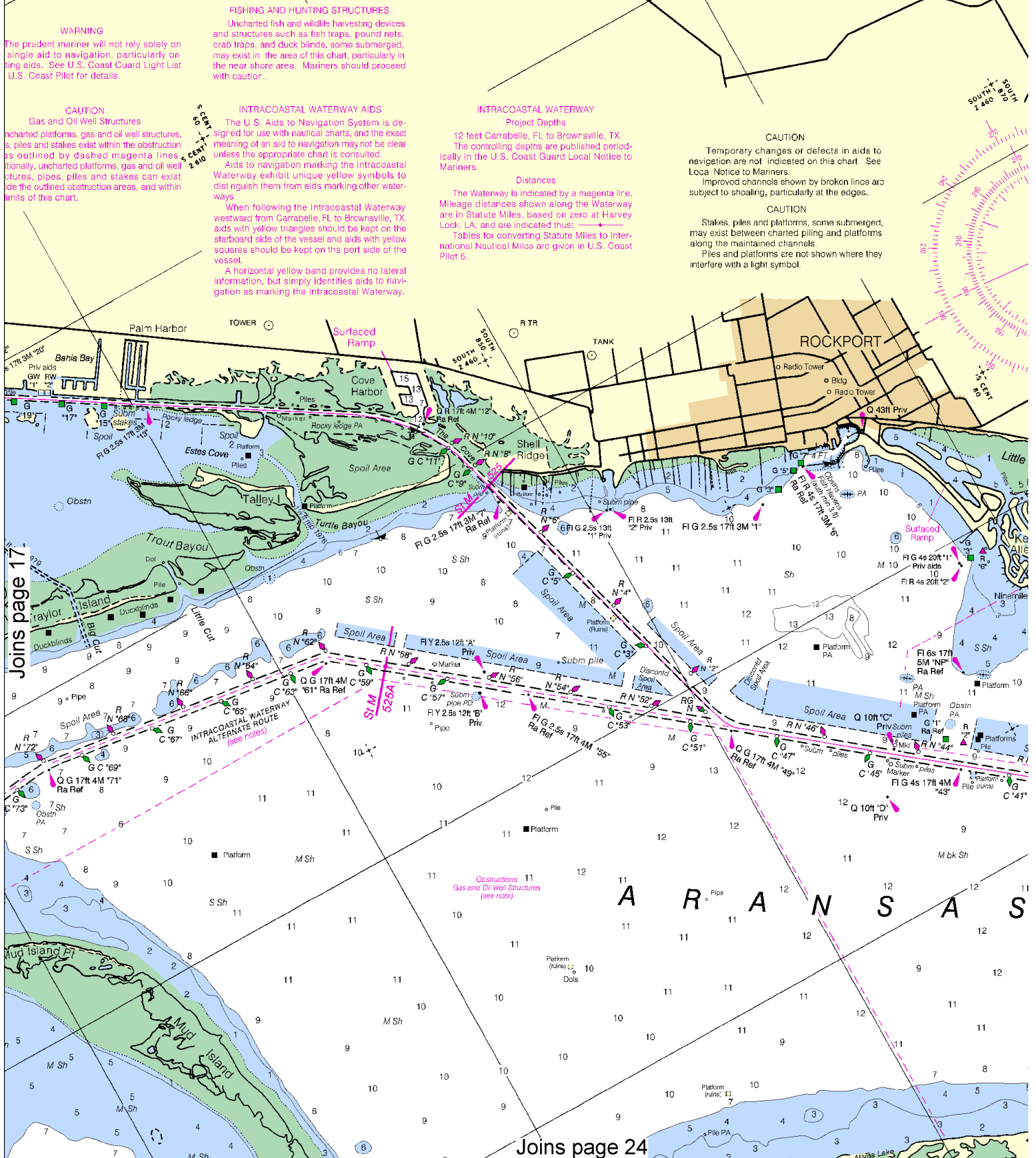
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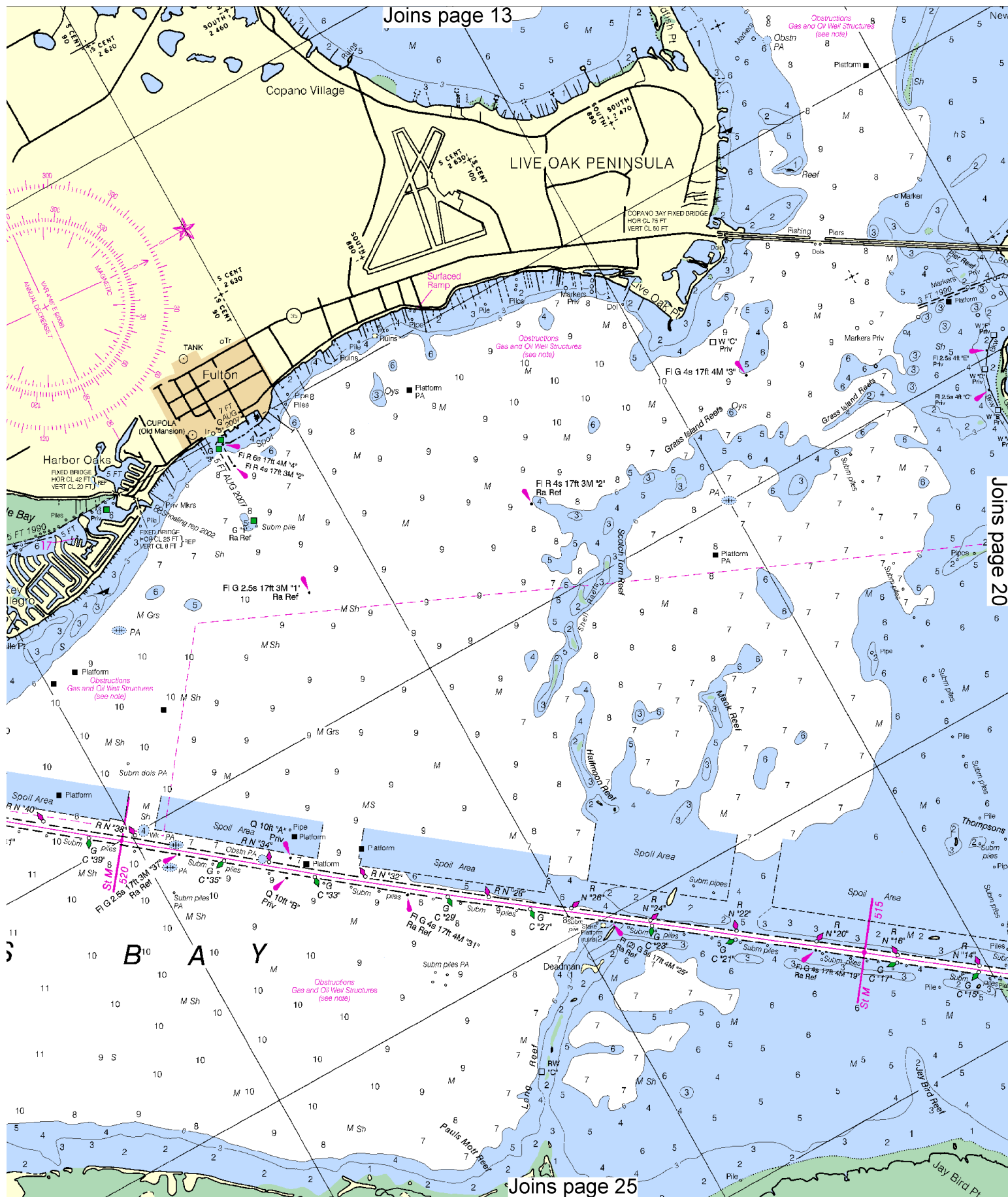
11314

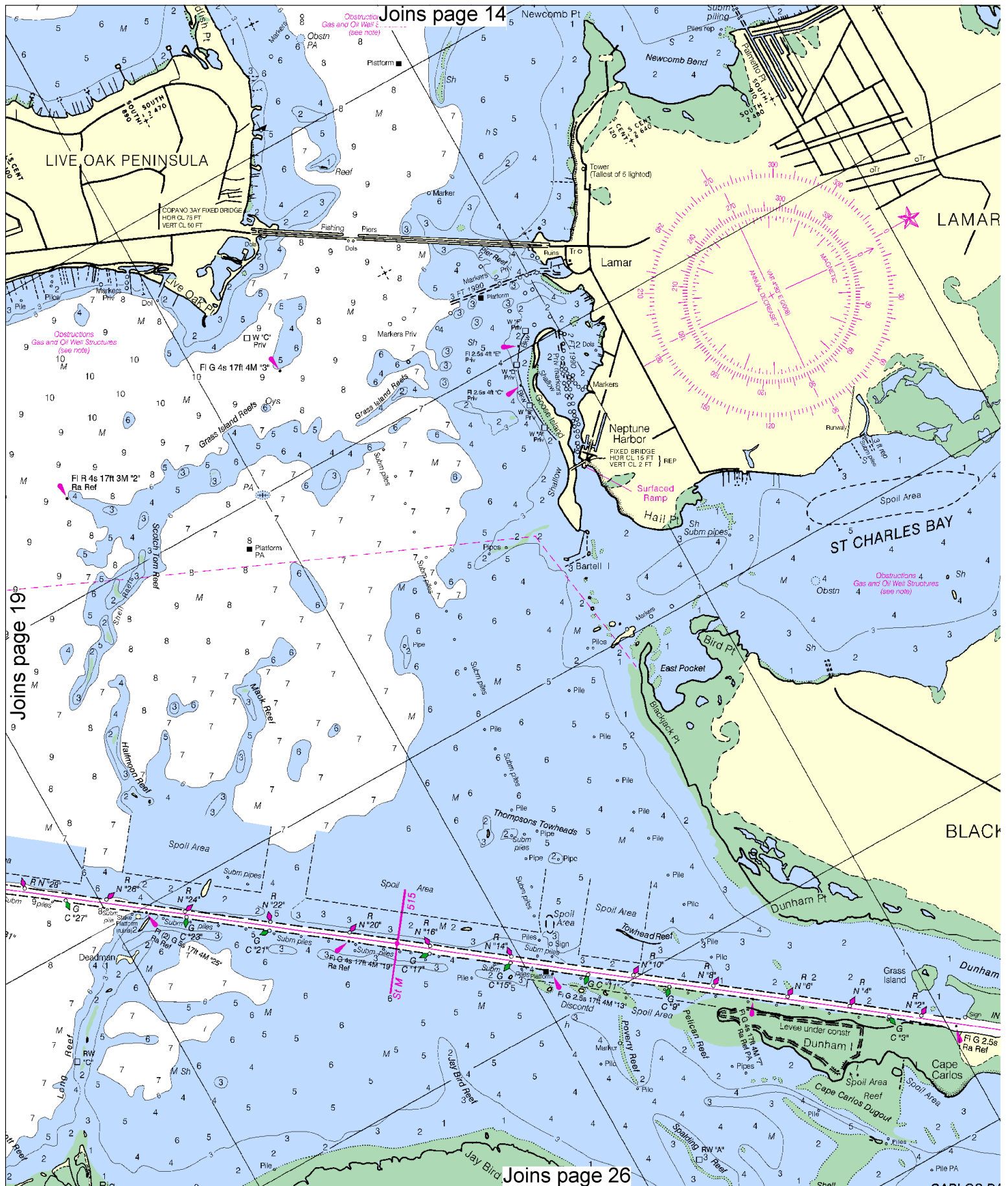
Joins page 21













NSN 7642014010220

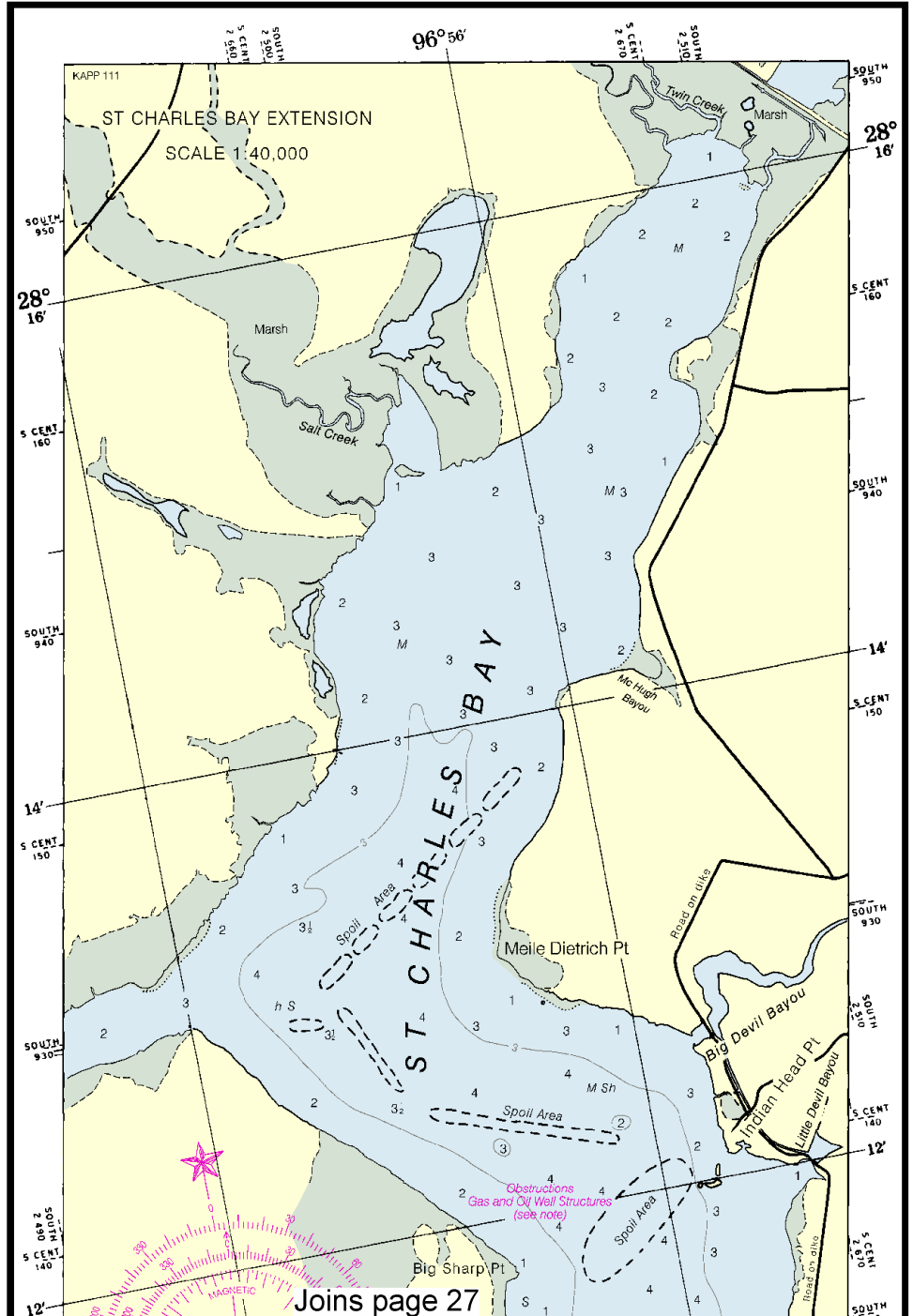
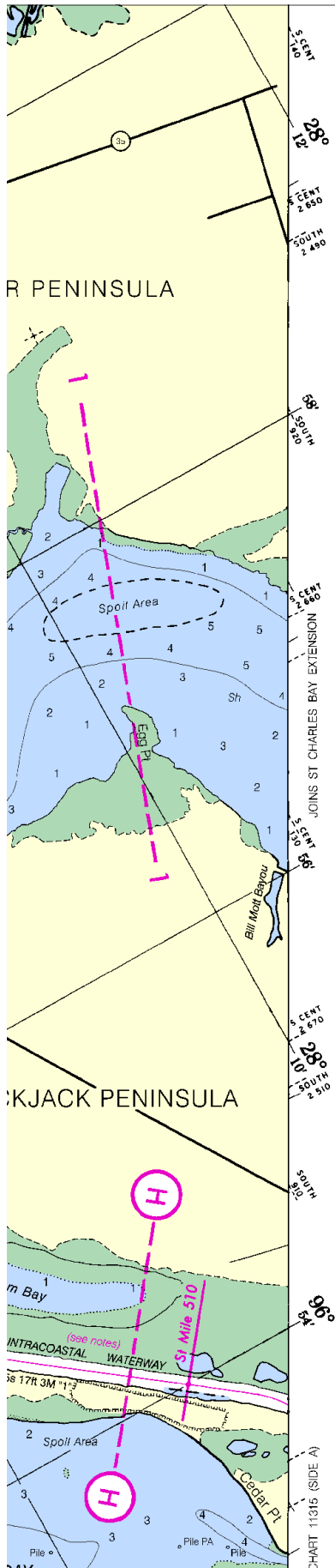
NGA REFERENCE NO. 11XHA11314



ED. NO. 25

R PENINSULA

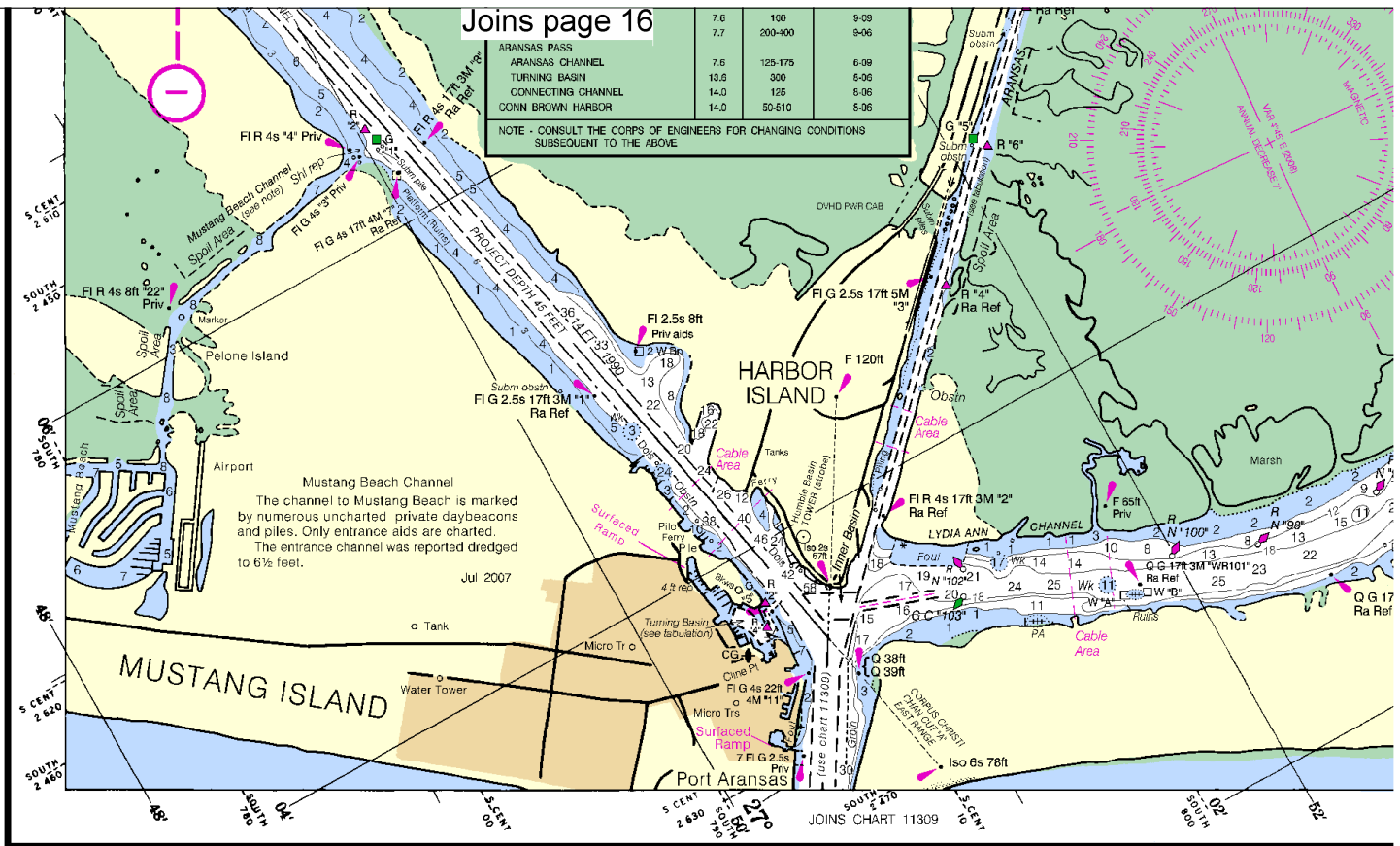
CKJACK PENINSULA



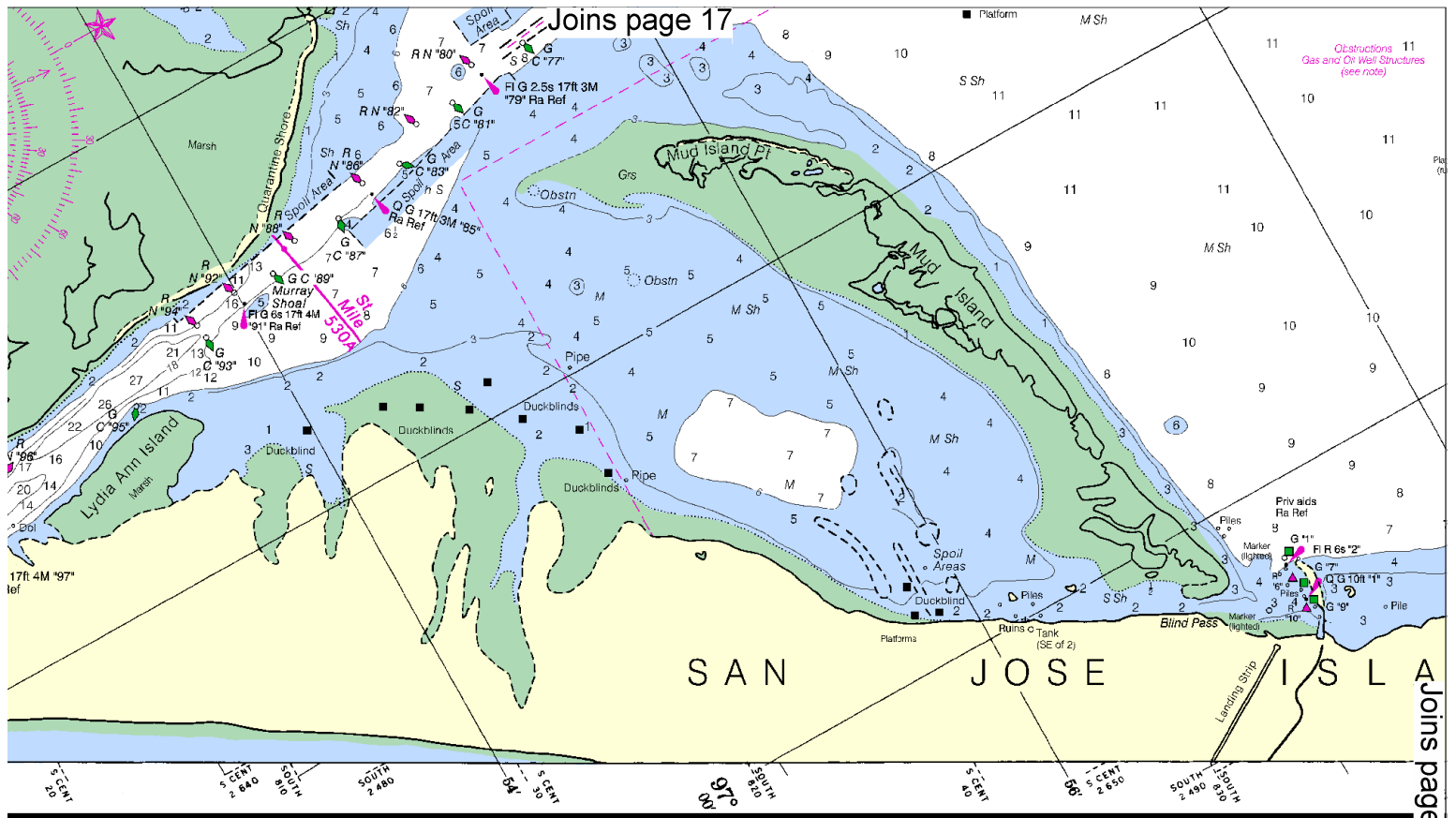
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SIDE A

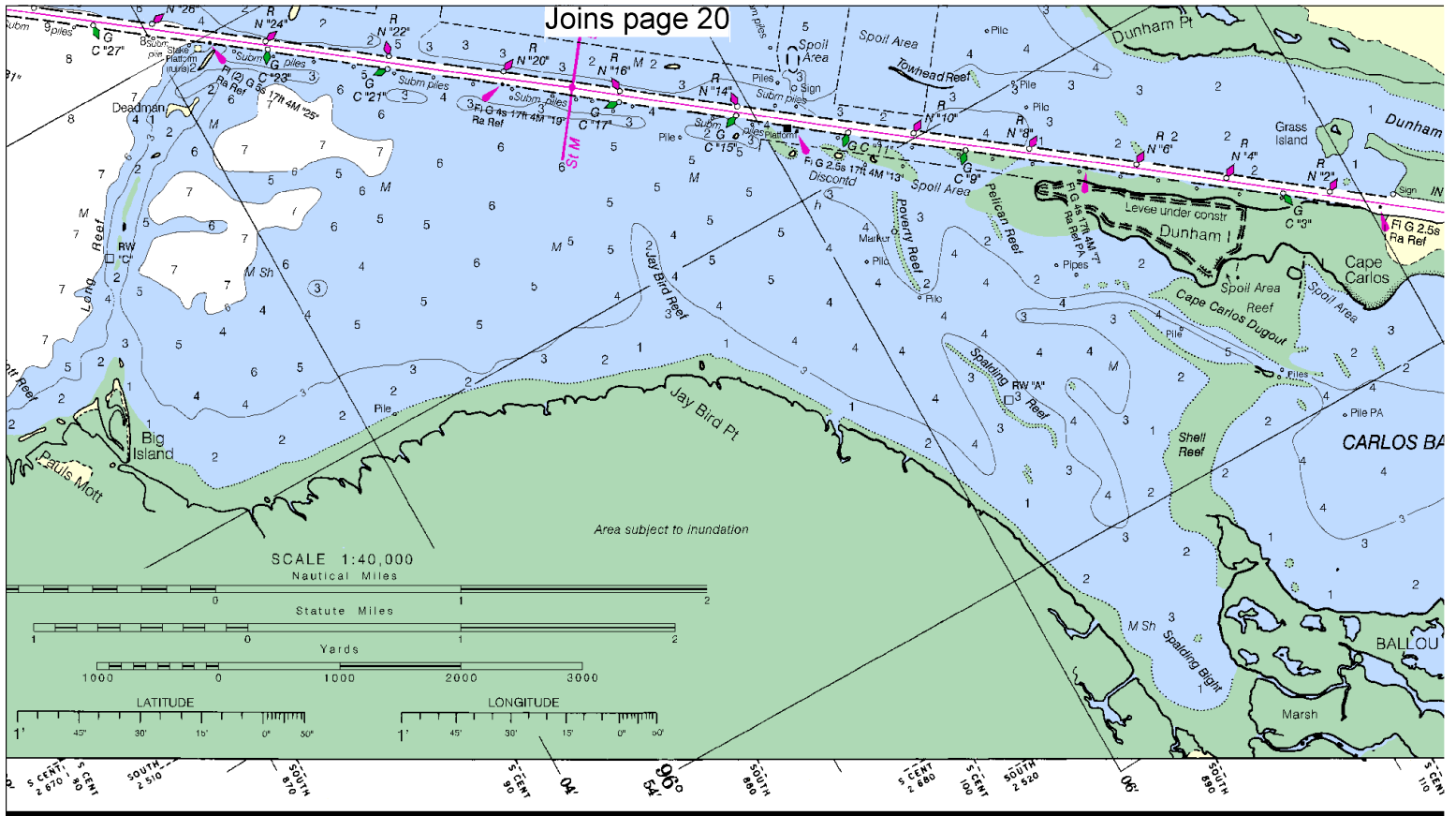


11314 25th Ed., Nov. /08; Corrected through NM Nov. 15/08, LNM Nov. 11/08

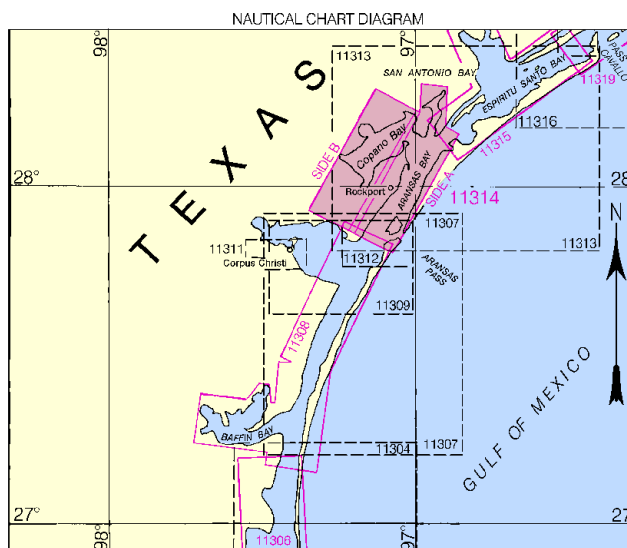
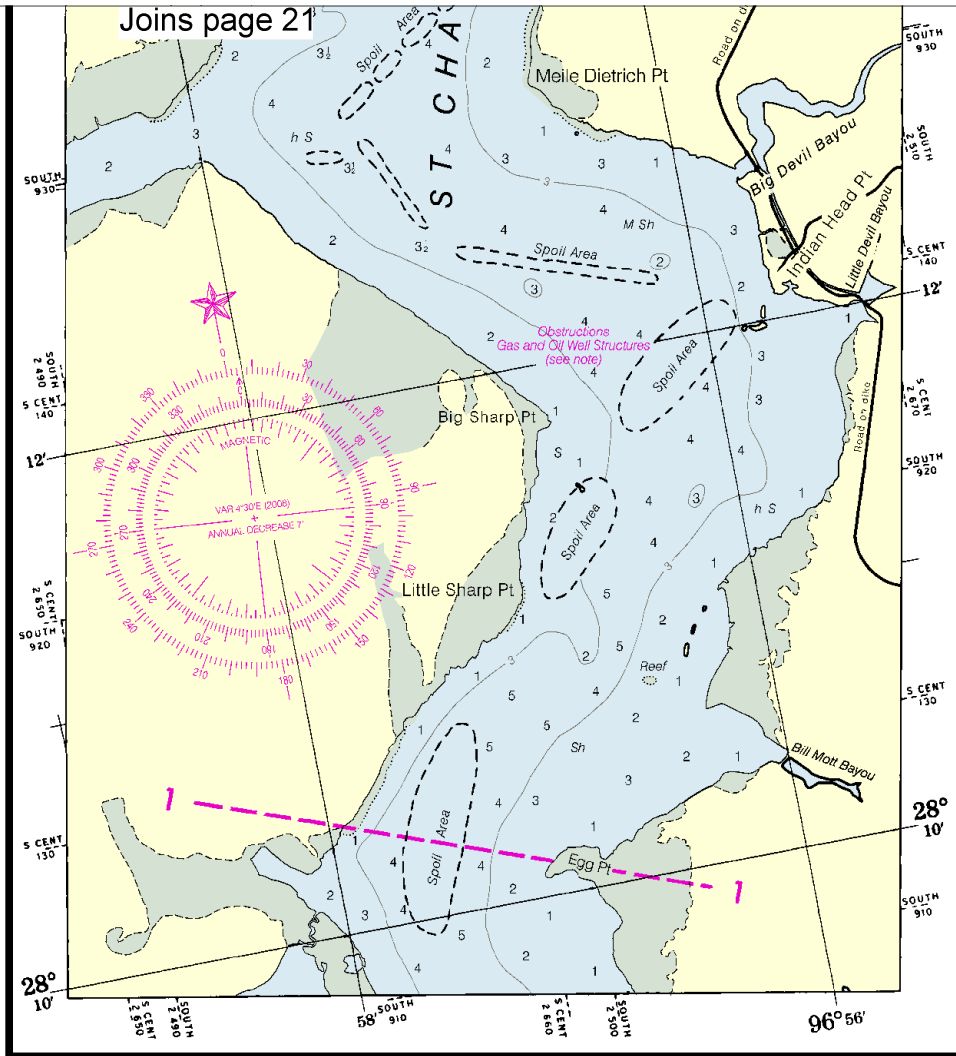
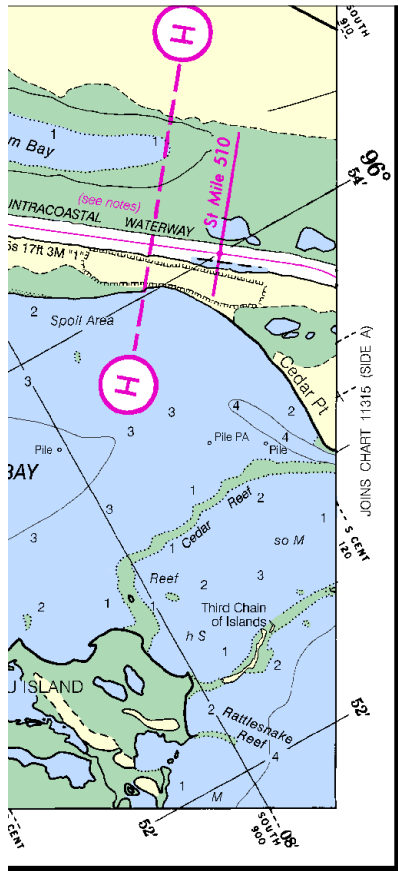








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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Group Corpus Christi** – 361-939-6393

**Coast Guard Station Port Aransas**– 361-749-5217

**Coast Guard Station Port O'Connor** – 361-983-2616

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).